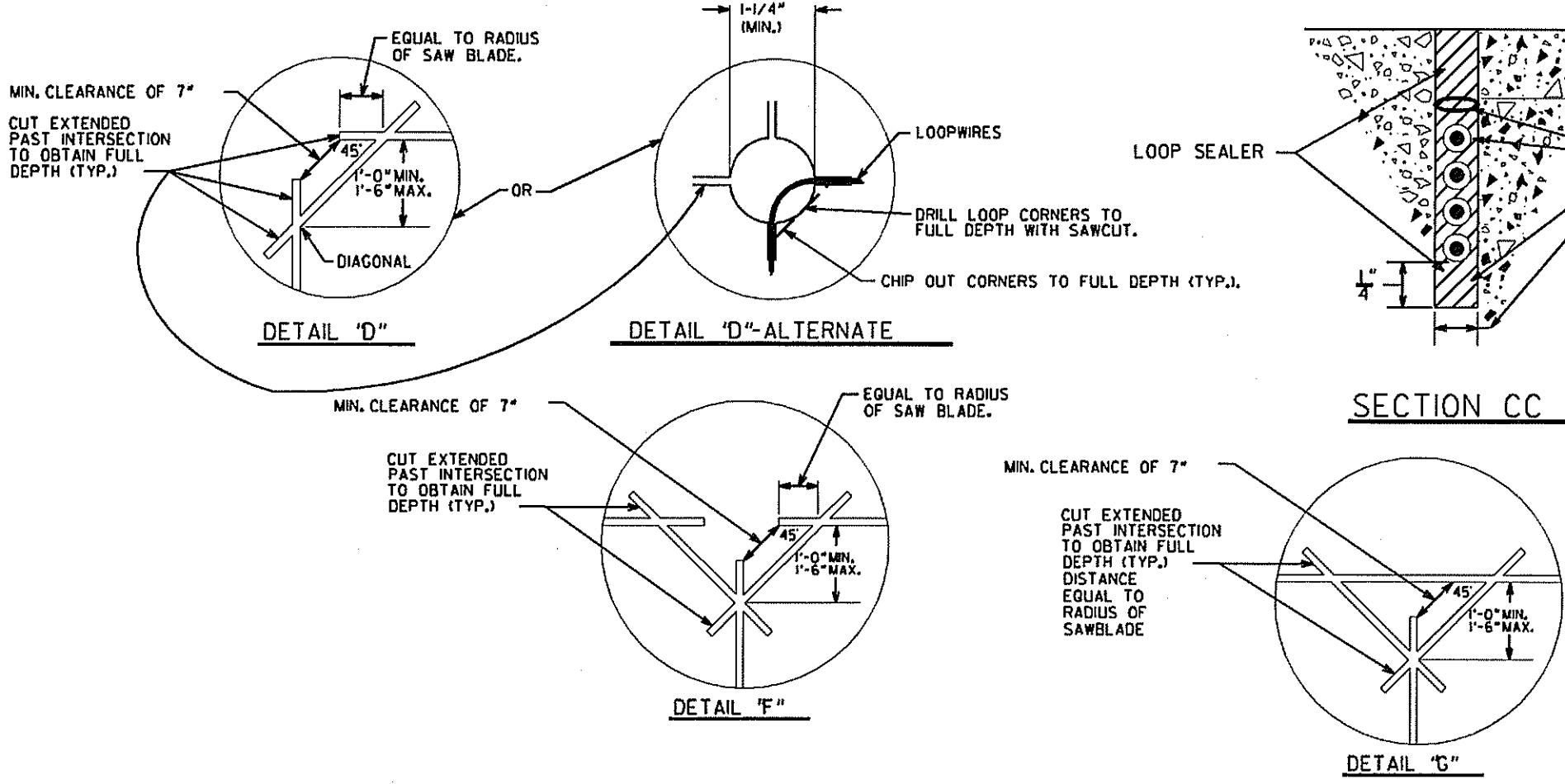
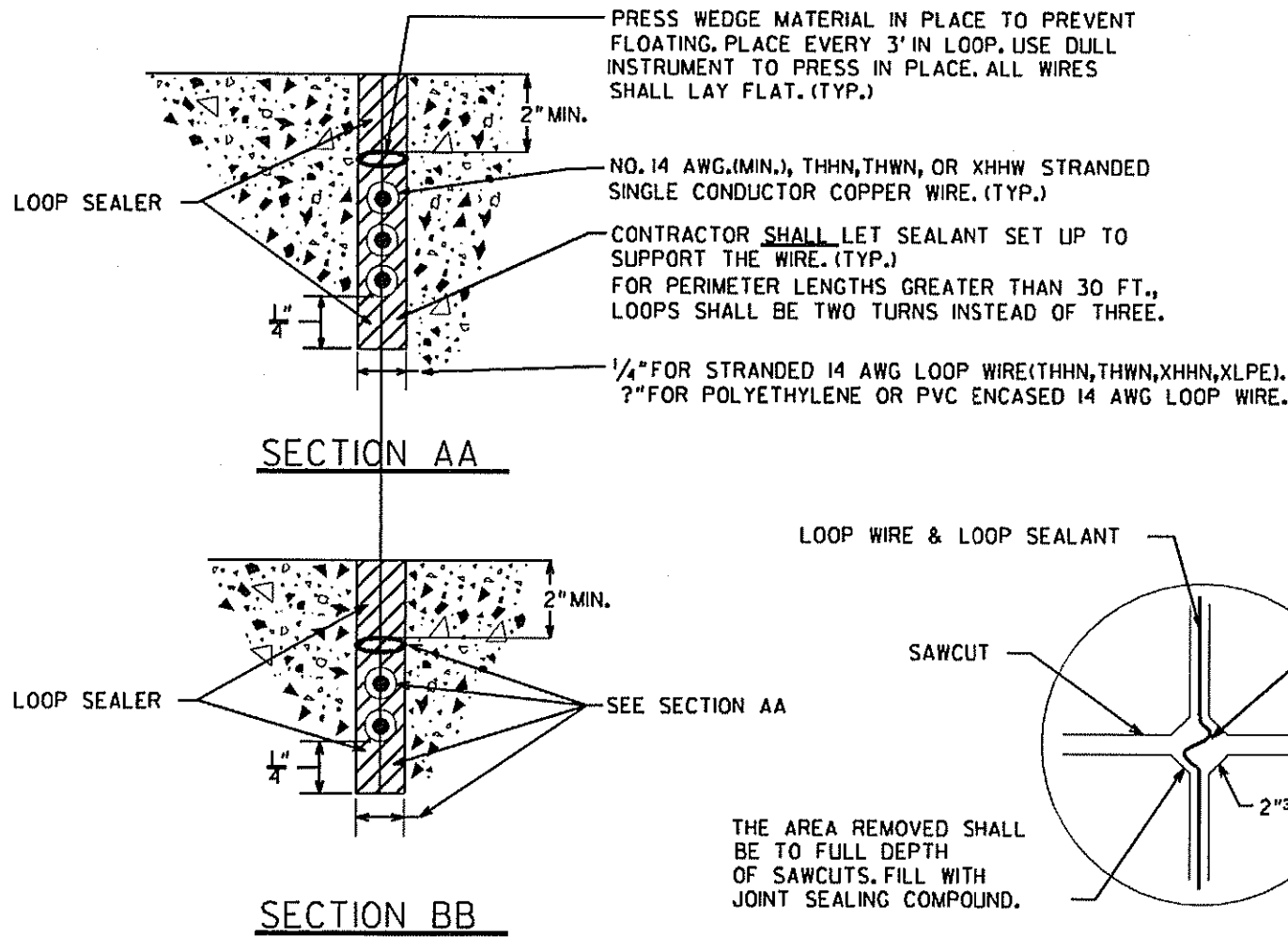
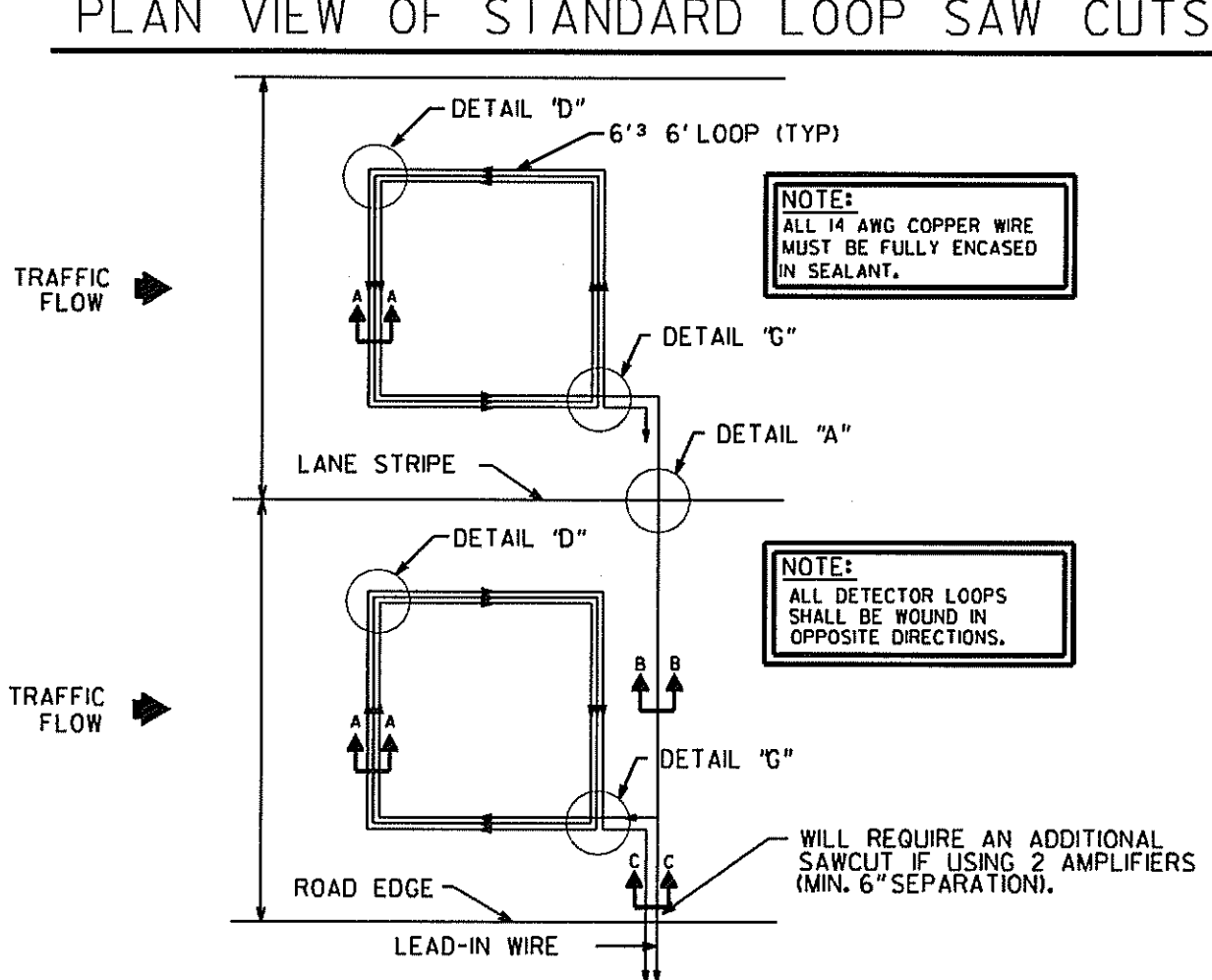
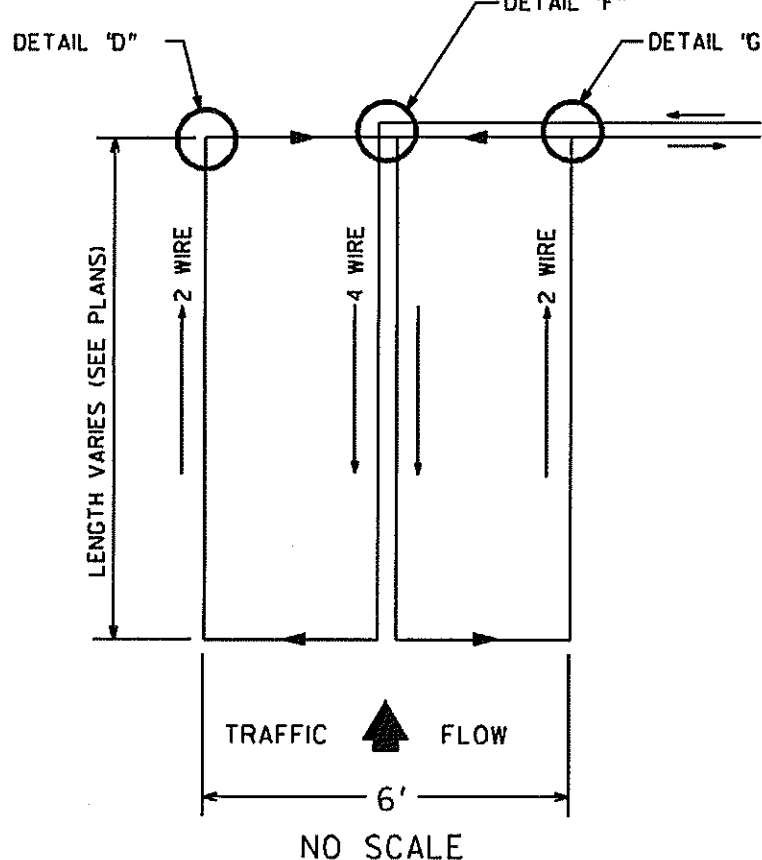


INDUCTIVE LOOP VEHICLE DETECTOR DETAILS
USING STRANDED COPPER WIRE

PLAN VIEW OF STANDARD LOOP SAW CUTS



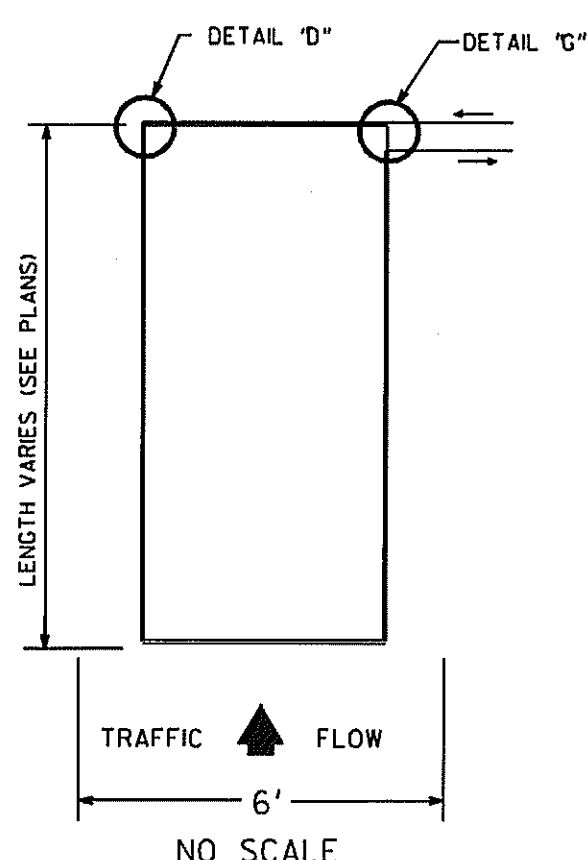
PLAN VIEW OF QUADRUPOLE



LOOP WIRE CONFIGURATION

THE DOUBLE LAYER CONFIGURATION (2-4-2) SHOWN IS A MINIMUM DESIGN FOR NORMAL INSTALLATIONS WHEN REQUIRED BY THE PLANS.

PLAN VIEW OF STANDARD LOOP

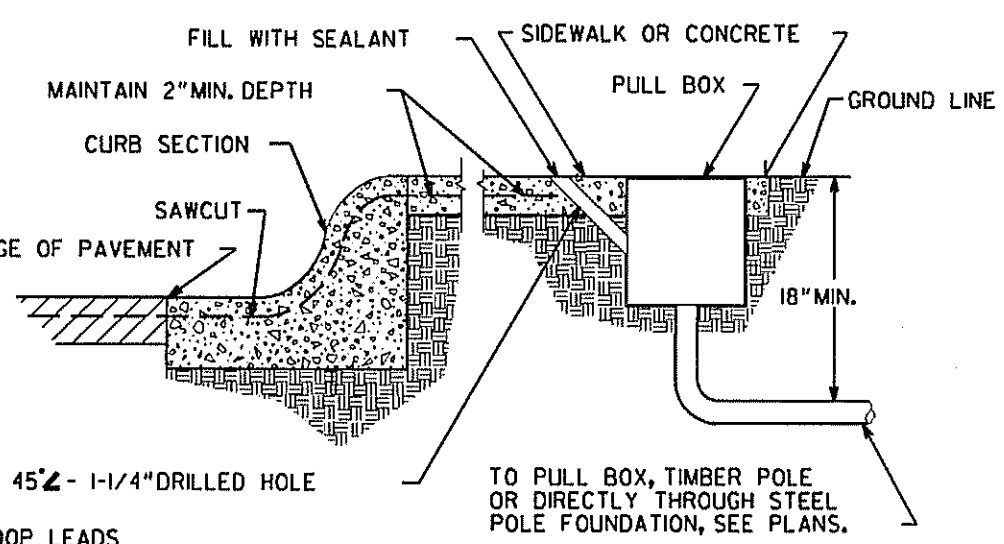


LOOP WIRE CONFIGURATION

THE DOUBLE LAYER CONFIGURATION (2-2) SHOWN IS A MINIMUM DESIGN FOR NORMAL INSTALLATIONS WHEN REQUIRED BY THE PLANS.

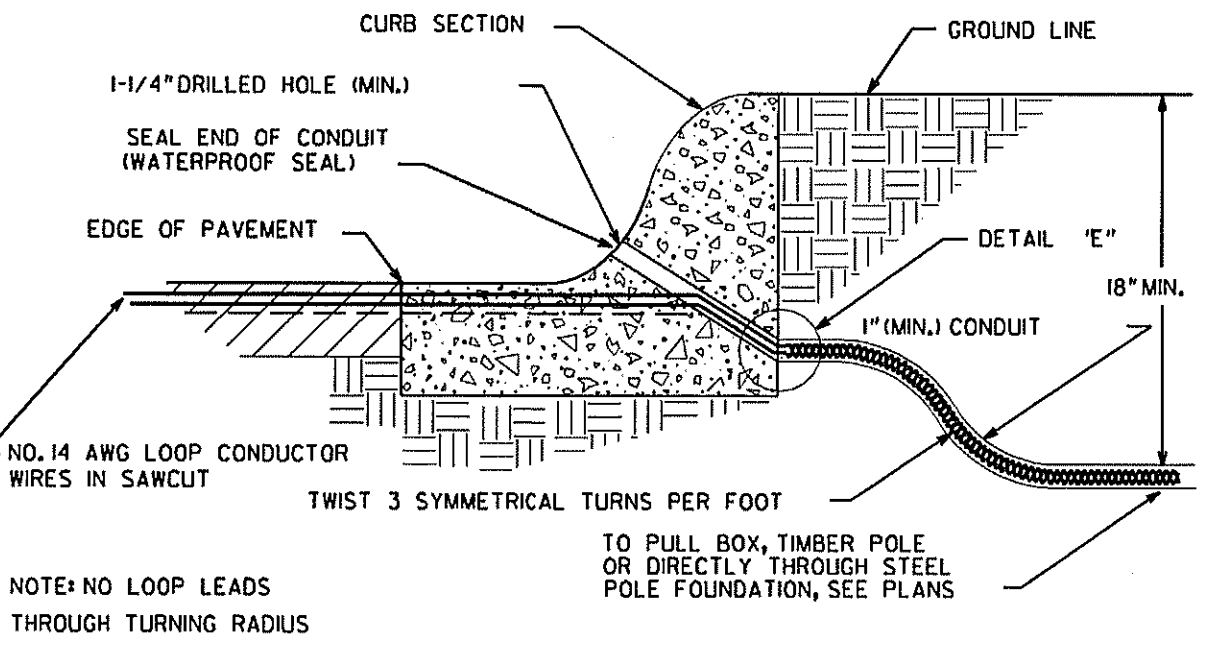
TYPICAL CURB DETAIL

(WITH SIDEWALK)

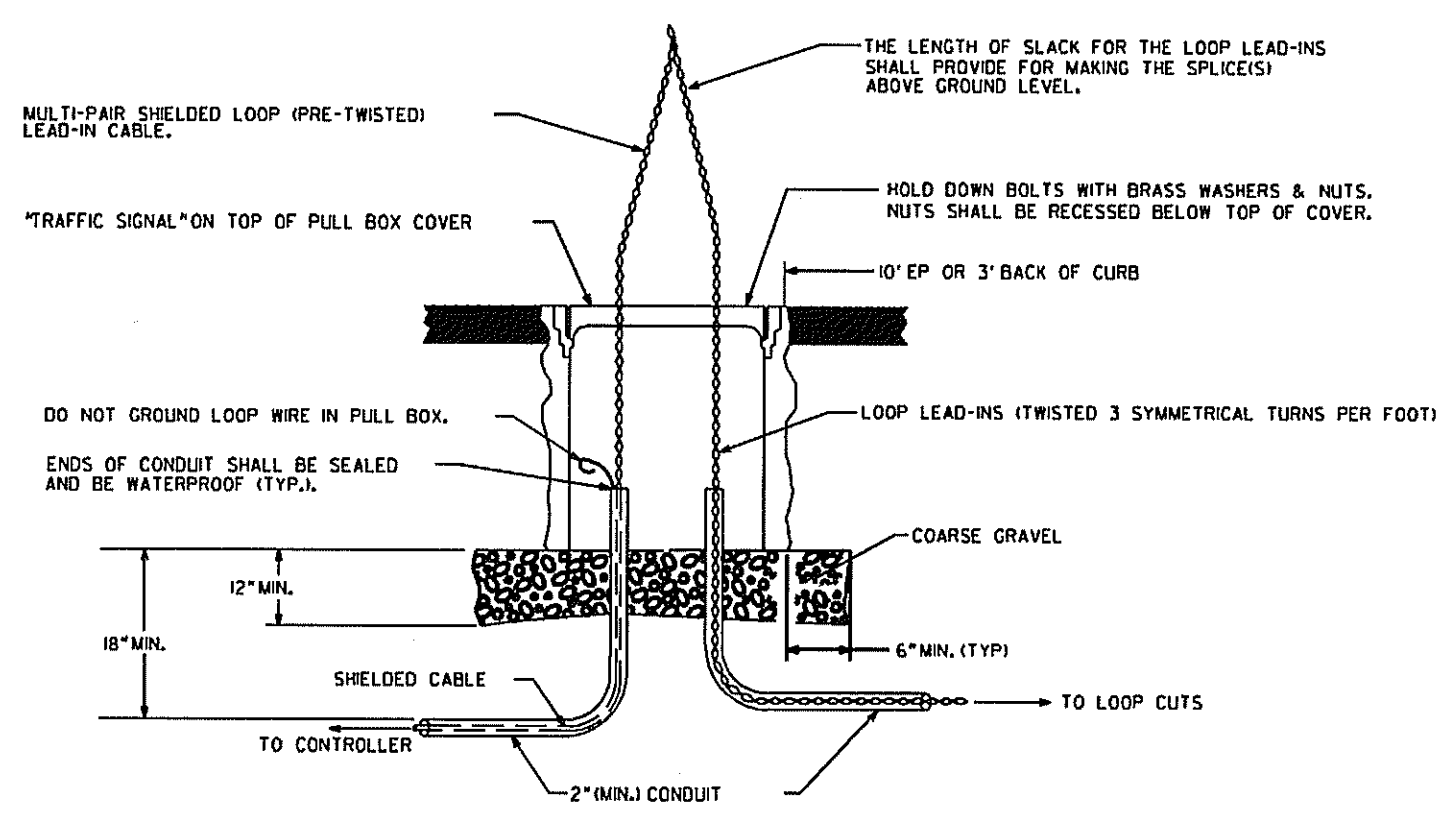


TYPICAL CURB DETAIL

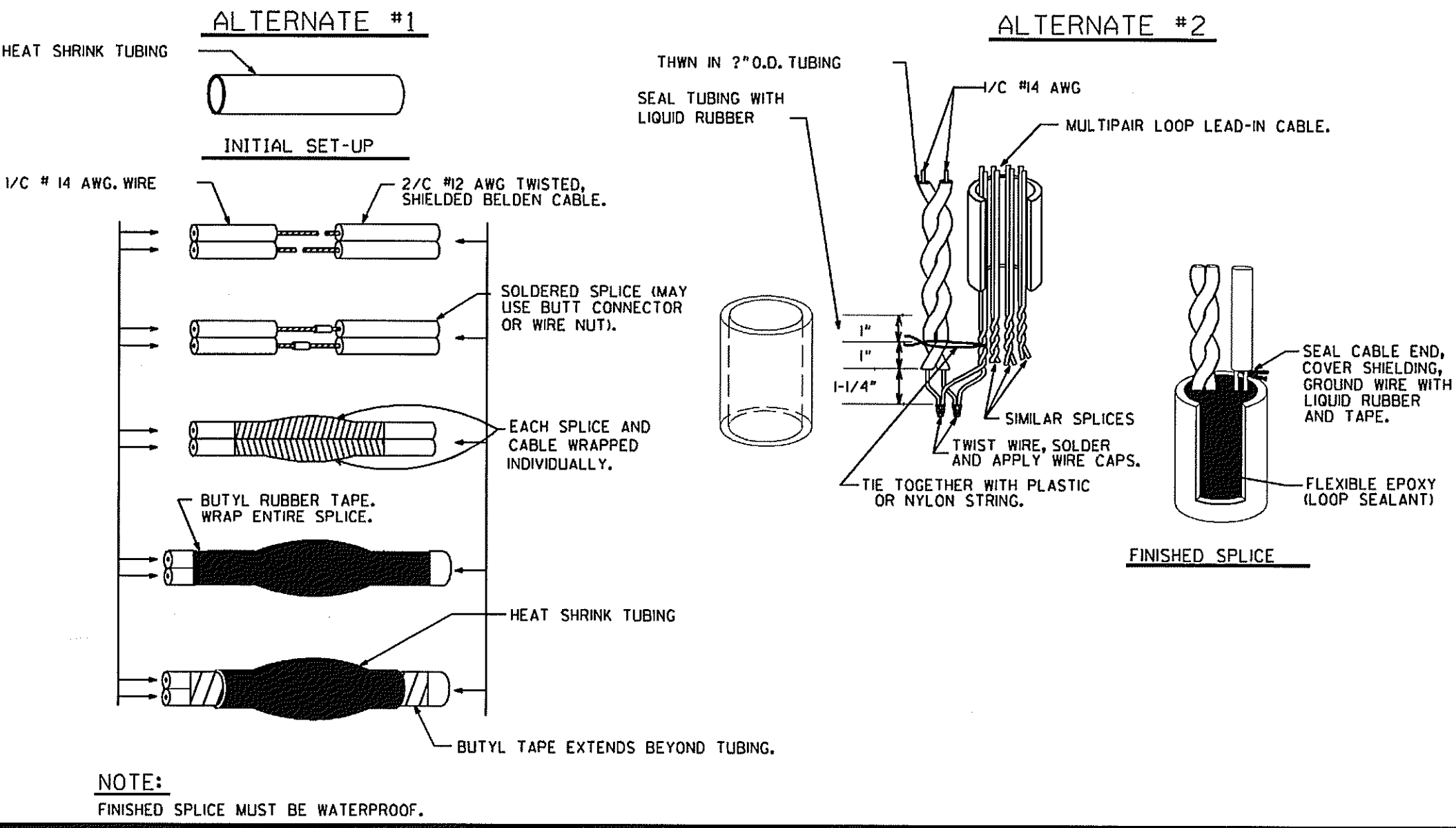
(WITHOUT SIDEWALK)



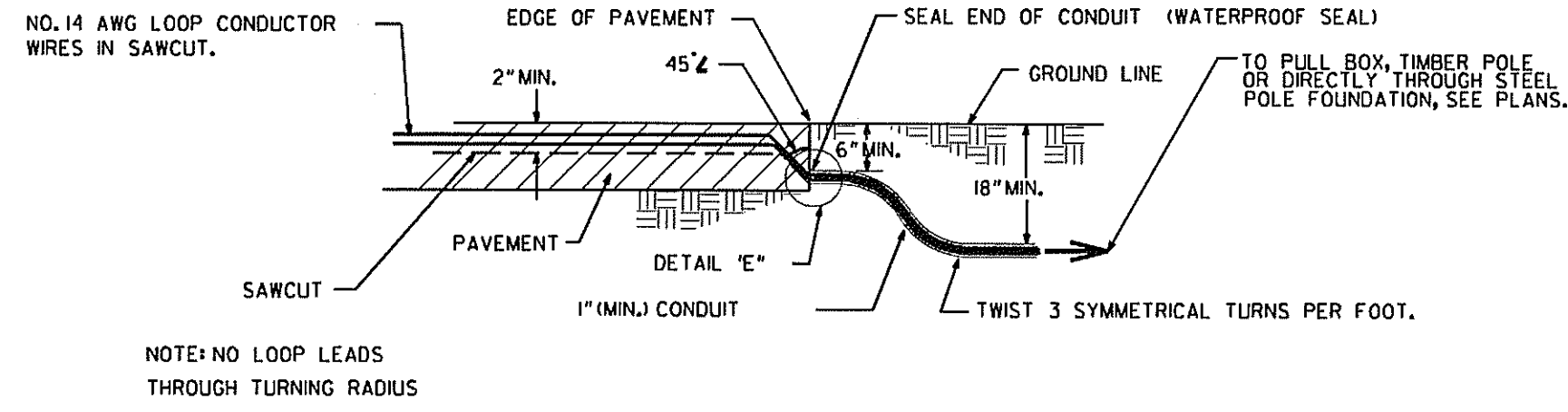
PULL BOX-SPLICE DETAILS



SPLICE DETAILS



DETAIL WHERE NO CURB EXISTS



Guidelines For Usage On Metric Projects

When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following "Rounded-Off" conversion factors: 1"=25mm, 4"=100mm, and 12" or 1'-300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

- NO SCALE -

DATE	REVISIONS
1/13/04	ADDED DETAIL "F"
4/12/04	ADDED DETAIL "G"
7/27/04	ADDED METRIC USAGE NOTE

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: TRAFFIC SAFETY & DESIGN SIGNAL PLANS	DRAWING NO. TS-01
LOOP DETECTOR INSTALLATION DETAIL	DECEMBER 1998